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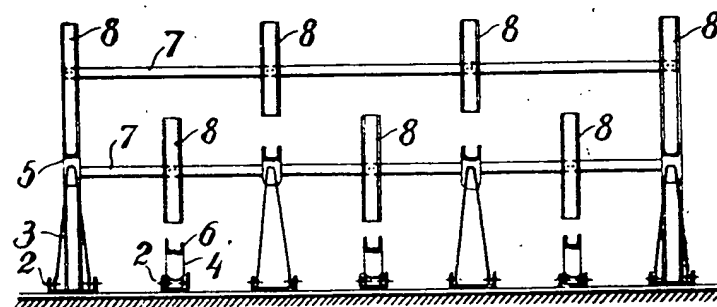
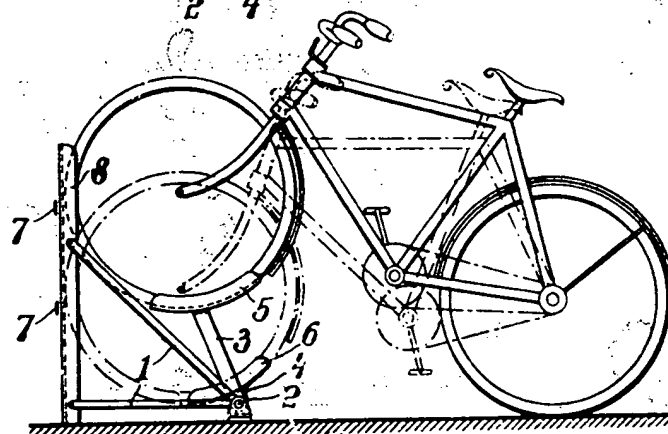
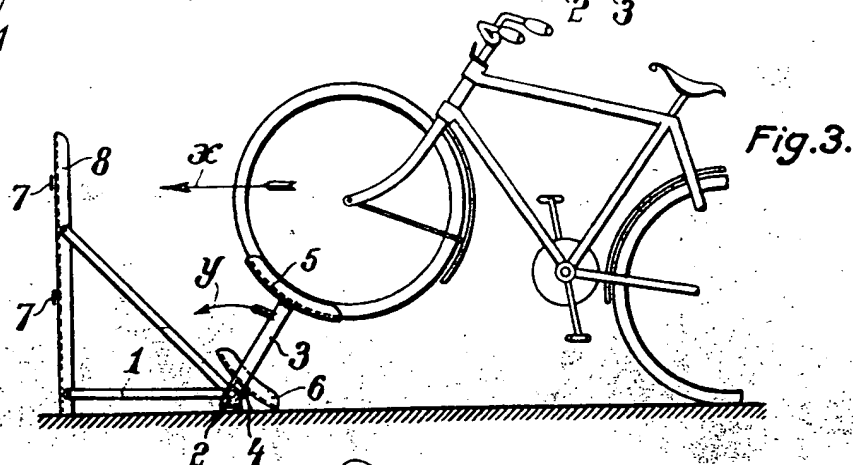
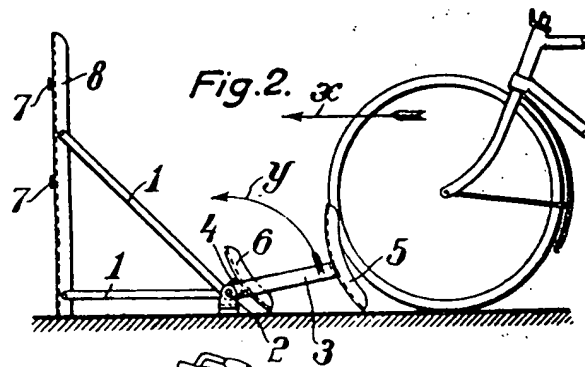
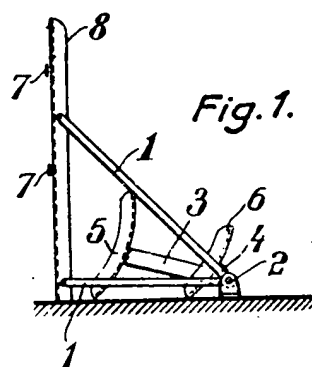
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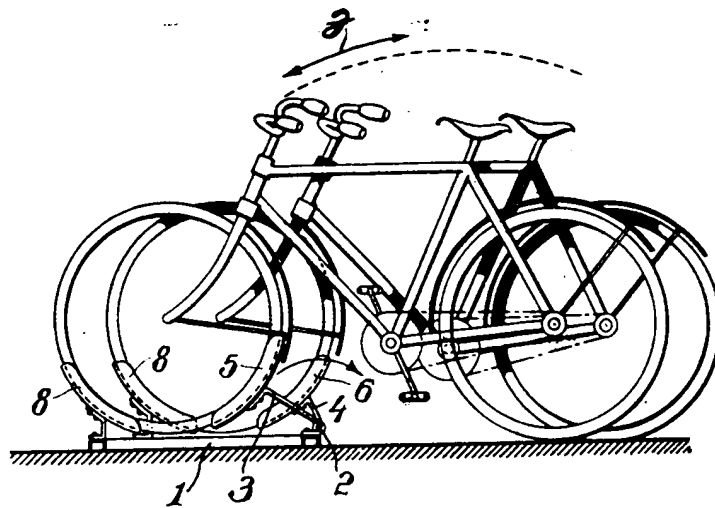


286,604

2 SHEETS
SHEET 2

SHEET 1

Fig. 6.



PATENT SPECIFICATION

Convention Date (Germany): March 5, 1927.

286,604

Application Date (in United Kingdom): March 2, 1928. No. 6619/28.

Complete Accepted: April 19, 1928.

COMPLETE SPECIFICATION.

Improvements in Cycle Stands.



We, ISIDOR WAGNER and CARL ANTON NEHER, German nationals, trading as the firm WAGNER & NEHER, of 34, Hauptstrasse, Aschaffenburg-Leider, Germany, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

The invention relates to cycle stands of the kind wherein the cycles are wheeled on to wheel rests, which then rock and lift the cycles. We use the term cycle as including motor cycles.

According to our invention the rest which first receives the wheel is carried by an arm which rocks and carries the wheel to a position in which it abuts against a stationary rest, with the arm and its rest acting as a strut to retain the cycle. A rack with a series of such stands can be designed so that the cycles are placed very closely together, the arms being of such lengths as to hold the handle bars clear of each other, and the arrangement being such that the lifting and rocking of the arms is performed by the cycles themselves, when wheeled up to the stand. The stand can be made cheaply and of such design that it is easy to transport to race-tracks, sports grounds and the like. The arrangement may be such that on the stand alternate wheels are carried at a higher level than those between them, or all the wheels may be at the same level, alternate wheels being somewhat in advance of those between them, to give clearance to the handle bars.

The invention is illustrated in the annexed drawings, showing two examples in Figs. 1 to 5 and Fig. 6 respectively.

Figs. 1 to 4 are side elevations showing the cycle stand out of use and in different stages of use.

Fig. 5 is a front elevation.

Fig. 6 is a side elevation.

Referring first to Figs. 1 to 5, the rack 1 has a series of pivots 2 for arms 3 and 4 supporting the front wheels of the bicycles, these arms being alternately long and short in the usual manner. The arms 3 and 4 respectively carry chan-

nelled, segmental rests 5 and 6 for the wheels. When not in use the arms are folded inwards as shown in Fig. 1. The transverse parts 7 of the rack have fixed to them vertical channelled rests 8 for the wheels. For using the stand the arms are first swung out as shown in Fig. 2, and the cycle to be parked is wheeled up to one of the rests 5, 6, as indicated by the arrow *x*. The front wheel, striking the top of the rest, lifts the same and rocks it inwards, as indicated by the arrow *y*, the movement continuing, as shown in Figs. 3 and 4, till the front wheel is seated in the rest 8 facing it. The arm having been tilted over, the cycle cannot run back by gravity, and the channelled rests give it lateral support.

In the modification shown in Fig. 6 the rests 8 are of segmental shape, like the rests 5 and 6, and are close to the ground, all at the same level, but placed in a zig-zag series to space them uniformly from the corresponding rests 5 and 6. With this arrangement also the cycles can be close together, with the handle bars overlapping, because each cycle wheeled on to, or off, the rack is lifted by the rocking of the arm 3 or 4, as indicated by the arrow *z* and the broken line, so that if necessary it clears the handle bars of adjacent cycles in the course of its entrance or exit.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. A cycle stand having a stationary wheel rest and a pivoted arm with a second wheel rest thereon, said arm being adapted to perform a rocking movement whereby it carries a wheel on its wheel rest to a position in which the wheel abuts also against the stationary rest, with the arm and its rest acting as a strut to retain the wheel.

2. A cycle stand as claimed in Claim 1, wherein the wheel rests are channelled to afford lateral support to the cycle.

3. A cycle stand as claimed in Claim 1 or 2, wherein the wheel rest on the arm is a segmental member adapted, by rock-

[Price 1/-]

ing the arm away from the stationary rest, to be placed in the path of a cycle wheeled towards the stand, so that the thrust of the cycle lifts and rocks the arm.

4. A cycle stand having a plurality of stationary wheel rests and pivoted arms arranged as claimed in Claim 1, the arms being side by side and of two different lengths, alternating with each other so that in their supporting positions they hold the wheels at different levels.

5. A cycle stand as claimed in Claim 4, wherein the stationary rests are disposed

all at the same level, but in a zig-zag series to space them uniformly from the respective arms, the longer arms being adapted, by rocking, to lift a front cycle wheel so that the handle bars clear the handle bars of cycles supported by the adjacent shorter arms.

Dated this 2nd day of March, 1928.

For the Applicants,

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